

Commercial.

THIS DAY.

Business is still rather quiet in the Share Market. Banks have been done at quotation and there are further sellers at the rate. One share of the North China Insurance changed hands at Tels 1350. China Sugars have improved considerably, sales having been negotiated at 145 and 146, leaving off with buyers at 147 for cash. On time the same stock has been done at 150 for the end of December, and more shares are wanted at the same rate. Luzons have dropped another point without leading to business. Nothing in other stocks requires special mention.

Since noon Banks have changed hands at 200 per cent. premium for the end of January. Sales of China Fires have taken place at 368 per share and more are wanted at the same rate. China Sugars have been done at 148 cash and the end of the month and 151 for December 31st, the market closing with sellers at the cash rate. No other transactions came under our notice.

SHARES.
Hongkong and Shanghai Bank—...
Hongkong and Shanghai Bank—New Issue—187 per cent. premium, sellers.
Union Insurance Society of Canton—\$650 per share.

China Traders' Insurance Company—\$82 per share.
North China Insurance—Tels. 1,350 per share, sale.

Canton Insurance Company, Limited—\$105 per share, buyers.
Yangtze Insurance Association—Tels. 1050 per share.

Chinese Insurance Company—\$220 per share, sellers.
On Tai Insurance Company, Limited—Tels. 150 per share.

Hongkong Fire Insurance Company—\$345 per share, buyers.
China Fire Insurance Company—\$368 per share, sales and buyers.

Hongkong and Whampoa Dock Company—57 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$30 per share, premium.

China and Manila Steam Ship Company—120 per share.
Hongkong Gas Company—\$80 per share.

Hongkong Hotel Company—\$160 per share, buyers.
Indo-China Steam Navigation Company, Limited—178 per cent. div., sellers.

China Sugar Refining Company, Limited—\$148 per share, sales and buyers.
China Sugar Refining Company (Debtors)—2 per cent. premium.

Luzon Sugar Refining Company, Limited—\$75 per share, sellers.
Hongkong Ice Company—\$160 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.

Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.
ON LONDON.—Bank, T.T. 3/7 1/2
Bank Bills, on demand 3/7 1/2
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 60 days' sight 3/8 1/2
Credits, at 4 months' sight 3/8 1/2
Documentary Bills, at 4 months' sight 3/8 1/2

ON PARIS.—Bank, T.T. 22 1/2
Bank Bills, on demand 22 1/2
Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
Documentary Bills, at 4 months' sight 22 1/2

ON BOMBAY.—Bank, T.T. 22 1/2
Bank Bills, on demand 22 1/2
Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
Documentary Bills, at 4 months' sight 22 1/2

ON CALCUTTA.—Bank, T.T. 22 1/2
Bank Bills, on demand 22 1/2
Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
Documentary Bills, at 4 months' sight 22 1/2

ON SHANGHAI.—Bank, T.T. 22 1/2
Bank Bills, on demand 22 1/2
Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
Documentary Bills, at 4 months' sight 22 1/2

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Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
Documentary Bills, at 4 months' sight 22 1/2

ON AMOY.—Bank, T.T. 22 1/2
Bank Bills, on demand 22 1/2
Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
Documentary Bills, at 4 months' sight 22 1/2

ON SWATOW.—Bank, T.T. 22 1/2
Bank Bills, on demand 22 1/2
Bank Bills, at 30 days' sight 22 1/2
Bank Bills, at 60 days' sight 22 1/2
Credits, at 4 months' sight 22 1/2
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Shipping.

ARRIVALS.
Toumille, French bark, 300, 26th July.
Ancona, British steamer, 308, Chapman, 12th Sept.—Shanghai 9th Sept, Mails and General.—P. & O. S. N. Co.
Peking, British steamer, 954, Heuermann, 12th Sept.—Shanghai 9th Sept, General.—Siemens & Co.
Cheong Hock Kian, British steamer, 956, F. Webb, 12th Sept.—Amoy 10th Sept, General.—Bun Hin & Co.
Naples, British steamer, 1473, Geo. Willis, 12th Sept.—Sydney 16th August and Port Darwin 1st Sept, Coals.—Geo. R. Stevens & Co.
Young Siam, Siamese bark, 701, W. Saxtorph, 12th Sept.—Bangkok 27th August, General.—Captain.

S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.—Bangkok 25th August, General.—Chinese.
Gravina, Spanish steamer, 398, Echevarria, 12th Sept.—Manila 8th Sept, Ballast.—Remedios & Co.
Compta, Dutch steamer, 1,352, Rendler, 13th Sept.—Batavia 1st Sept, and Saigon 9th, General.—Jardine, Matheson & Co.
Ningpo, British steamer, 761, Cass, 13th Sept.—Canton 12th Sept, General.—Siemens & Co.
Deccan, British steamer, 2,156, A. W. Adamson, 13th Sept.—Bombay 25th August and Singapore 7th Sept, Mails and General.—P. & O. S. N. Co.
Victor, British bark, 402, J. D. Forbes, 13th Sept.—Freemantle 1st Aug., Sandalwood.—Siemens & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Europa, German steamer, for Saigon.
Diamante, British steamer, for Amoy.
C. T. Hook, British steamer, for Saigon.
Cheong Hock Kian, British str., for Singapore.
Kung-pai, Chinese steamer, for Shanghai.

DEPARTURES.
September 13, Kung-pai, Chinese steamer, for Shanghai.

September 13, Kervaint, French corvette, for a cruise.

September 13, Peking, British str., for Canton.

September 13, Afghan, British str., for Straits Settlements.

September 13, Douglas, British steamer, for Swatow.

September 13, Euphrates, British steamer, for Singapore, &c.

PASSENGERS ARRIVED.
Per Ancona, str. from Shanghai.—Mrs. Ferguson, Miss Ferguson, 4 children, and amah, for London. For Hongkong.—Hon. J. H. Ferguson (Netherlands Minister), Mr. and Mrs. A. G. P. D'ge, Mr. and Mrs. Rodriguez, and Miss P. Periera and servant, Dr. T. Scely, Messrs. Le Kwang Ban and servant, D. MacFarlane, H. G. Fryer, and 9 Chinese.

Per Deccan, str. from London.—Messrs. J. H. W. Bray, Bakewell, Woolnough, and Major D. Cochran, for Hongkong. From Bombay.—Mr. C. Loureiro, from Penang—17 Chinese. From Singapore.—Rev. H. L. Mackenzie, Messrs. H. Capelle, Ting Hong Tse and servant, 35 Chinese, and 1 boy. For Shanghai.—Mr. and Mrs. Connell, from London. From Brindisi.—Revs. J. Lashuber, F. Bartolo, F. Buckler, E. Limbrok, Brothers H. Blass, P. Derver, and Mr. W. N. Pardon. For Yokohama.—Miss E. Slater, and Mr. C. E. Leopold, from London. From Colombo.—Surgeon Major J. C. Shaw.

Per Naples, str. from Sydney.—Mr. and Mrs. Kent.

Per Peking, str. from Shanghai.—Captain Trumbach and Mr. Macphail, 3 Europeans on deck, and 92 Chinese.

Per Compta, str. from Batavia, &c.—280 Chinese.

Per Young Siam, from Bangkok—2 Chinese.

Per Cheong Hock Kian, str. from Amoy—638 Chinese.

DEPARTED.
Per Arratoon Apar, str. for Singapore, &c.—Messrs. C. Menzies, J. Knox, Wight, M. J. Martin, G. J. Arratoon, Carapian, and Dr. J. J. Montague, and 400 Chinese.

Per Moray, str. for Singapore, &c.—450 Chinese.

TO DEPART.
Per Ancona, str. from Hongkong.—Mr. Hossunally for Bombay. For London.—Mr. G. F. Meyer. From Yokohama.—Mr. Yamamoto, for Singapore. For Penang.—Mr. Blom. For London.—Rev. and Mrs. J. J. Taylor, 3 children, and native servant.

Per Zambesi, str. for Yokohama.—Hon. E. L. and Mrs. O'Malley, from Hongkong.

REPORTS.
The British steamship Ancona reports left Shanghai on the 9th instant. Had stormy weather from the 11th.

The Dutch steamer Compta reports left Batavia on the 1st instant, and Saigon on the 9th. Had fine weather throughout.

The British steamship Cheong Hock Kian reports left Amoy on the 10th instant. Had strong southerly winds with squally weather and heavy rain.

The P. & O. steamship Deccan reports left Bombay on the 25th ultimo, and Singapore on the 7th instant. Experienced light monsoon and overcast weather till off Hongkong, then heavy thunder storm and rains with unsettled weather till arrival.

The British steamship Peking reports left Shanghai on the 9th instant. Had light N.E. and N.W. wind with heavy easterly swell and sea to Tung-ying; afterwards southerly wind increasing to a strong gale with high, heavy squalls and rain, and constant lightning. From Pedro Blanco to port had overcast weather with light W.S.W. wind.

VESSLS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Berence (a).....Hongkong.....July 23
Glenagles (a).....Foonchow.....July 26
Santo Domingo (a).....Manila.....July 26
Tangier (a).....Takow.....July 28
Gaelic (a).....Hankow.....July 30
Calmsmair (a).....Hankow.....July 30
Achilles (a).....Shanghai.....July 31
Albany (a).....Hankow.....July 31
Belgie (a).....Hankow.....Aug. 3
Glenartney (a).....Foonchow.....Aug. 3

VESSLS EXPECTED AT HONGKONG.
(Corrected to Date).

Maria.....Cardiff.....Mar. 8
Brambletye.....Penarth.....April 1
Archos.....Sunderland.....April 2
Charles Bal.....London.....April 25
Gustav & Oscar.....Penarth.....June 1
Melbek.....Cardiff.....June 1
Sachem.....Cardiff.....June 12
Theodor Ruger.....New York.....June 23
Comet.....Cardiff.....June 23
Elizabet.....Penarth.....July 1
Jupiter.....Cardiff.....July 13
Cardiganshire (a).....London.....July 17
Osaka.....London.....July 30
Polyhymnia (a).....Hamburg.....July 31
Patroclus (a).....Liverpool.....Aug. 2
Dakota.....Liverpool.....Aug. 3

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degree and tenths in the open air in a shaded situation.—Direction of Wind, in registered every two points: N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N., &c.—Force of Wind, in calm, 1 to 3 light breeze, 3 to 4 moderate, 4 to 6 fresh, 6 to 8 strong, 8 to 10 heavy, 10 to 12 violent.—State of Weather, S. Clear blue sky, C. Cloudy, D. Drizzle, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. Red, threatening, V. Visibility, W. Storm, X. Calm. The hours are registered in the hours of the day, and the hours of the night are registered in the hours of the night.

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degree and tenths in the open air in a shaded situation.—Direction of Wind, in registered every two points: N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N., &c.—Force of Wind, in calm, 1 to 3 light breeze, 3 to 4 moderate, 4 to 6 fresh, 6 to 8 strong, 8 to 10 heavy, 10 to 12 violent.—State of Weather, S. Clear blue sky, C. Cloudy, D. Drizzle, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. Red, threatening, V. Visibility, W. Storm, X. Calm. The hours are registered in the hours of the day, and the hours of the night are registered in the hours of the night.

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Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degree and tenths in the open air in a shaded situation.—Direction of Wind, in registered every two points: N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N., &c.—Force of Wind, in calm, 1 to 3 light breeze, 3 to 4 moderate, 4 to 6 fresh, 6 to 8 strong, 8 to 10 heavy, 10 to 12 violent.—State of Weather, S. Clear blue sky, C. Cloudy, D. Drizzle, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. Red, threatening, V. Visibility, W. Storm, X. Calm. The hours are registered in the hours of the day, and the hours of the night are registered in the hours of the night.

SHIPPING IN HONGKONG.

STRAMERS.
ALBAY, British steamer, 366, F. D. Goddard, 9th Sept.—Tientsin 5th Sept.—Amoy 6th Sept.—Swatow 8th, General.—D. Lapraik & Co.
AMOV, British steamer, 814, C. Herrmann, 21st August.—Canton 20th August, General.—Siemens & Co.
ANTWERP, British steamer, 1,644, Bragg, 10th September.—Liverpool, and Singapore 3rd September, General.—Butterfield & Swire.
ANTON, German steamer, 395, Schroder, 2nd September.—Manila 30th August, General.—Wielor & Co.—Cosmopolitan Dock.
ATALANTA, German steamer, 783, E. G. Pfaff, 8th September.—Canton 7th Sept, General.—Siemens & Co.—Cosmopolitan Dock.
BENARTY, British steamer, 1,119, Le Bouillier, 3rd September.—Saigon 31st August, Rice.—Gibb, Livingston & Co.
BELLONA, German steamer, 789, W. Schaefer, 11th September.—Saigon 6th Sept, General.—Boys Sing.
CAMBODIA, British steamer, 1,966, Wildgoose, 12th September.—Singapore 3th September, General.—Russell & Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 1st September.—Nagasaki 20th August, Coal.—Thos. Howard & Co.
CITY OF RIO DE JANEIRO, American str., 2,275, W. B. Seabury, 1st September.—San Francisco 4th August and Yokohama 26th, Mails and General.—P. M. S. S. Co.
CLAYMORE, British steamer, 1,760, Gulland, 12th September.—Nagasaki 7th Sept, Coals.—Turner & Co.
CRUSADER, British steamer, 647, T. Rowin, 30th August.—Saigon 25th August, General.—Arnold, Karberg & Co.
DIAMANTE, British steamer, 514, Cullen, 11th September.—Manila 8th Sept, General.—Russell & Co.
EMUV, Spanish steamer, 410, Rementeria, 30th June.—Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
EUROPA, German steamer, 1,003, Schade, 30th August.—Saigon 25th August, Rice.—Melchers & Co.

FAME, British steamer, 117 (Stopan)—Hongkong and Whampoa Dock Co.
GLENCOE, British steamer, 1,901, E. F. Park, 12th Sept.—London 31st July, and Singapore 6th September, General.—Jardine, Matheson & Co.
HAINAN, British steamer, 281, J. Woone, 31st August.—Haiphong 20th August, General.—Along.
HUNGARIAN, British steamer, 984, Allison, 9th September.—Swatow 8th September, General.—Adamson, Bell & Co.
IPHIGENIA, German steamer, 1,059, F. Ahrens, 12th September.—Saigon 7th September, Rice.—Siemens & Co.
JORGES JUAN, British steamer, 522, Thebaud, 9th Sept.—Amoy 8th September, General.—Russell & Co.
KUMAMOTO MARU, Japanese steamer, 1,246, Drummond, 9th Sept.—Kobe, and Nagasaki 1st September, General.—Mitsui Bussan K. S. S. Co.
KWONGSANG, British steamer, 988, St. Croix, 10th Sept.—Shanghai 7th Sept, General.—Jardine, Matheson & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June.—Touren 15th June, General.—Chinese.
MIRAMAR, British steamer, 890, E. J. Duggan, 11th Sept.—Saigon 7th Sept, General.—Bun Hin.

NAMOA, British steamer, 862, Geo. Westoby, 11th September.—Foonchow 7th September, Amoy 8th, and Swatow 10th, General.—D. Lapraik & Co.
OLYMPIA, German steamer, 783, E. Christiansen, 6th September.—Saigon 1st September, Rice.—Siemens & Co.
RAJANATHANUHAIR, British steamer, 793, W. T. Hunter, 8th September.—Bangkok 31st August, General.—Yuen Fat Hong.
SEA GULL, American steamer, 48, Hayden, Nov. 24th.—China Traders' Insurance Co.
SIN TAIWAN, German str., 47, H. Vicens, 30th July.—Taiwan 24th July, Ballast.—Captain.

SUMATRA, British steamer, 1,405, T. Fairclough, 3rd Sept.—Bombay 16th August, General.—P. & O. S. N. Co.
VORWARRTS, German steamer, 611, Boysen, 4th September.—Kwang Gay, and Hoihow 4th September, General.—Wielor & Co.
WELLS, German steamer, 393, E. Piper, 7th September.—Hoihow 5th September, General.—Wielor & Co.
ZAMBESI, British steamer, 1,540, L. H. Moule, 9th September.—Swatow 8th September, General.—P. & O. S. N. Co.

SAILING VESSELS.
ANNA, German bark, 447, W. Jessen, 20th Aug.—Newchwang 12th July, Beans.—Wielor & Co.
ANTON GUNTHER, German bark, 441, F. Steingrube, 6th August.—Touren 31st July, Coal.—Melchers & Co.
BONTO, German bark, 327, H. Haase, 28th August.—Newchwang 16th August, Beans.—Wielor & Co.
CHANDERNAGOR, German bark, 683, Sachse, 19th June.—Touren 14th June, Coals.—F. Blackhead & Co.
CHOCORUA, American ship, 1,163, Locke, 30th June.—Higo, 3rd May Ballast.—Master.—American Dock.

CITADEL, British bark, 264, Morrisio, 9th September.—Whampoa 8th Sept, General.—Man Yuen Loong.
ELSE, German brig, 287, Brinckmeier, 25th August.—Hilo 5th August, Sapanwood.—Captain.
EILKONIG, German bark, 456, A. Nandy, 20th August.—Newchwang 17th July, Beans.—Siemens & Co.
GREYHOUND, British brig, 131, Prescott, 9th August.—Albany, W.A., 16th June, Wood.

HANSA, German bark, 499, L. O. Deneken, 21st August.—Hamburg 14th April, General.—Wielor & Co.
HELENA, Swedish 3-m. schooner, 199, H. O. Berggren, 11th August.—Port Natal 13th June, Ballast.—Turner & Co.
HENG SENG, Siamese bark, 316, W. H. H. Reynolds, 24th August.—Bangkok 10th August, General.—Chinese.

H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept.—Nagasaki 23rd August, Coal.—Captain.
JACOBINE, German bark, 417, C. H. Christensen, 20th August.—Newchwang 26th July, Beans, Ed. Schellhass & Co.
J. A. BORLAND, American bark, 635, Y. A. Kent, 8th September.—Newcastle 6th July, Coal.—Russell & Co.
KILKENNY, British bark, 795, H. Wallace, 11th August.—Hamburg 11th April, General.—Siemens & Co.
LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan.—Whampoa 31st Dec, General.—Captain.

MAOIS, British steamer, 214, White, 30th Aug.—Newchwang 27th July, Beans.—Order.
MARIE, German bark, 405, Ilyand, 20th August.—Newchwang 17th July, Beans.—Wielor & Co.
MARIE, German bark, 430, Thomaschewsky, 27th August.—Swatow August 10th, Ballast.—Captain.

MATTHILDE, German bark, 335, N. Tommings, 21st August.—Quinhon 13th August, General.—Ed. Schellhass & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
Albatross, screw sloop, 4 guns, Commander J. J. Elliott, Cheloo.
Audacious, double-screw iron frigate, Captain E. Tracey, Cheloo.
Champion, corvette, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Cheloo.
Cockchafer, gunboat, 4 guns, Lieut.-Com. Wood, Foonchow.
Curacoa, corvette, 14 guns, Captain Anstruther, Cheloo.
Daring, composite sloop, 4 guns, Commander F. J. Elliott, Cheloo.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Esper, gunboat, Commander Gamble, Canton.
Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskey, Korea.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhrie, Shanghai.
Keestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnets, British gunboat, Commander C. P. Harris, Cheloo.
Maggie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Cheloo.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Canton.
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle dispatch-vessel, 2 guns, Commander C. Lindsay, Cheloo.
Wivern, turret-ship, 4 guns, In reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yok

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I am a married man, which fact induces me to ask for a small space in your columns.

My wife attended the service at the Peak last Sunday week, and was greatly disturbed in her mind by the nature of the Bishop's sermon. Since then your able leading article has brought the matter still more home to her, and she now, whenever any young man calls at the house, is in a state of great perplexity as to whether to send the servant to say "No can see," or to receive him as a friend.

The matter has now attained so much publicity, that it seems to me, that, for the peace of our wives and families, the Bishop, who appears to be thoroughly up in this subject, should not be content with the laudable achievement of having directed the attention of every lady in the colony to a subject which had very much better have been left alone, but should carry out his scheme in its entirety and publish a detailed list of those young men in the colony who do lead impure lives.

This would at once give the ladies something to go by, and no doubt no young man whose name appeared in the black list would be allowed to darken the portals of any of our grandest dames.

The Bishop, who is proud of being a missionary, would of course be delighted to undergo a little martyrdom, which in his case would probably take the form of a prosecution for libel.

I enclose my card but not for publication.

I remain, yours faithfully,

"AN EARNEST SEEKER
AFTER TRUTH."

Hongkong, September 13th, 1883.

NINGPO.

(FROM OUR OWN CORRESPONDENT.)

3rd September, 1883.

Since last writing, a report has reached us that in the districts of Hangchow, Shaoching, Nuyau and Fungwa the cotton and rice crops are nearly all destroyed by the inundations caused by the late typhoon. Owing to this, it is feared that there will be a great deal of poverty this winter, and that bands of robbers will be prowling about seeking for prey. Although your contemporary's correspondent of this port states that the report of cholera has, in his opinion, been much exaggerated and whatever may have been the extent of the malady is now rapidly abating, I regret that I am of a different opinion, as in our small settlement of Kiangshu during the last twenty days seventy-three deaths have occurred, which are all attributed to cholera. In the city and suburbs, it is impossible to state any definite number, but I should say from the different reports that reach me the maximum of deaths have been at least fifty per day, but I am happy to state that no case of cholera has happened amongst the foreign community. Great praise is due to the Board of Public Works for the means they are adopting to prevent the spread of an epidemic of cholera. Our medical officer also deserves great praise for the good advice that he has given the Chinese, and for his pains he has taken in furnishing them with his own experience, and that of other foreign medical men, in cases of cholera, which has been published for general information; a translation of the same has been made and several thousand copies have been distributed throughout the district. On account of so much sickness prevailing, the Chinese have prohibited the selling of pork for a period. The natives are in great fear of an epidemic and are continually chin-chinning the Josses. Great preparations are being made for a grand procession, which is stated will consist of fifty thousand people who will march round the city, towns, villages, &c., for the purpose of chin-chinning the Joss on account of the great sickness that is prevailing.

Our missionary friends have not yet returned from their suburban retreat, therefore all the chapels, churches and schools are still closed. Their return will be hailed with gladness, as it is feared that not a few of their flock (or sheep) have gone astray during their shepherd's absence; they doubtless will find plenty of work to do on their return in bringing back the flock (or sheep) to the fold.—*Courier*.

CHEFOO.

(FROM OUR CORRESPONDENT.)

5th September, 1883.

Northerly winds have set in now which render the atmosphere cool and pleasant. Although these breezes generally blow away the visitors that come to Chefoo as a sea bathing and health resort, it appears that still many are remaining; for instance on Sunday when the famous Bamboo Temple and the Kung-kung-tan Islands were visited by many and numerous picnic parties.

The roads in the settlement are undoubtedly in a very bad state, and gradually getting worse, so that it is much hoped that the road committee may soon commence operations again.

A change has taken place in the mercantile circles. Mr. Legge having resigned, and Mr. H. Esch having taken that office for the time being. Shipping in harbour—Mr. A. Dixon, *Brindley*, *Andros*, *Charles*, *Peter*, and *Livingston*. Under Kung-kung-tan—*Cruiser Fihoo*, and German gunboat *Wolf*.—*Mercury*.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

August 31st, 1883.

The report of the victory at Hue has excited the Chinese here; they want to know if France will move on to China; as according to them, she has finished her task with Annam; or will she move on to Korea. In fact, all sorts of questions are asked.

To-day the ferry boat at the Grand Canal, abreast of the French Cathedral, where it falls into the Pehlo, owing to the freshet, came into collision with a tribute boat, having on board about 100 Chinese. This made the boat heel over, and those on board were also brought to the wrong side of the boat; the boat capsized and out of the 100 about 50 were drowned.

By the *Hagan*, which is expected to arrive here on the 4th inst., the Annamese Envoy, who will leave with the coffin. They seem to say that it is not the senior envoy, but his secretary. Li Hung-chang has at last made up his mind to let them go; or it may be through pressure brought to bear, since the death of the supposed secretary of the mission they have been permitted to communicate by telegram.

3rd September, 1883.

Chang-Pei Lan, the famous Censor, has been sent to Shensi, to investigate a case brought against the Governor there.

The water in the river is higher than ever.

Chen-Shun-tang leaves for Shanghai per *Pantala*, thence he goes to Korea.

To-morrow at 10 a.m. the Annamese Envoy will have an interview with H.E. Li Hung-chang.—*Mercury*.

CHINKIANG.

(FROM OUR CORRESPONDENT.)

4th September, 1883.

Mr. Lawrence Brandon, a British subject, employed by the Shanghai firm to superintend the work at the Western part of the Chinkiang Bund was found dead by his servant this morning at 5.30 a.m., in a room occupied by the deceased on the Hulk of Messrs. Jardine, Matheson & Co. The boy went to call his master at the usual time, but failed to get any answer. Dr. White was sent for at once, who went immediately, but found it too late to render any professional service. A post mortem examination was held at 11 a.m. I hear that the deceased died from a disordered liver, etc.

The funeral took place at 5.30 p.m., the British service of the Church of England being read by the British Consul. A large number of the foreign community attended.—*Mercury*.

ADMIRAL WILLES AND THE HONGKONG CHAMBER OF COMMERCE.

The following correspondence has been forwarded to us for publication:—

Hongkong General Chamber of Commerce, Hongkong, April 16th, 1883.

To His Excellency Vice-Admiral George O. Willes C.B., Commander-in-Chief.

SIR,—On behalf of the Committee of this Chamber I beg to address Your Excellency on the subject of the naval protection to be afforded to British Commerce in these waters.

During the last two years, it has come under the observation of the Committee that for considerable periods of time this harbour has, on more than one occasion, been left without the presence of an effective vessel of war, and it is now unimpaired, though the Committee are unable to give any good authority for the statement, that it is Your Excellency's intention to allow the naval service along the entire Coast between Foochow on the North and Hainan on the South including the waters of this Colony during the summer months to be performed by a single sea-going pennant.

The Committee feel it to be their duty to represent to Your Excellency that keeping in view the possibilities of local disturbance at any one of the Treaty ports, and the special duties which a vessel of war may be called upon to undertake during a period of six months while the Squadron will be at the north, it is very desirable that this harbour should not be without the presence of at least one of Her Majesty's ships while another is doing patrol duty along the Coast.—I have the honour to be, Sir, Your Excellency's obedient servant,

(Signed) F. BULKELEY JOHNSON, Chairman.

Audacious at Hongkong, 17th April, 1883.

SIR,—I am commanded by Vice-Admiral Willes, Commander-in-Chief, to acknowledge the receipt of your letter of the 16th April on the subject of the Naval Protection to be afforded to British Commerce in these waters.

In the paragraph that letter you are good enough to make a statement, on behalf of the Chamber of Commerce, that for considerable periods of time this harbour has, on more than one occasion, been left without the presence of an effective vessel of war. The Commander-in-Chief regrets that the Chamber should have accepted information which is at variance with actual facts.

The Commander-in-Chief further directs me to acquaint you, for the information of the Chamber of Commerce, that it is his duty to give protection to British subjects, commerce, and possessions, and that he so disposes of the Squadron under his command as to him most conducive to the attainment of that object, or as may be ordered by Her Majesty's Government.

He need not assure the Chamber of Commerce that he reciprocates their desire to see British Trade effectively guarded, and that he is fully alive to the important mercantile interests which are represented in Hongkong.—I have the honour to be, Sir, Your obedient servant,

(Signed) WILLIAM W. PERRY, Secretary to Commander-in-Chief.

The Chairman of the Chamber of Commerce, Hongkong.

THE RECEPTION OF SIR HARRY PARKES.

The following, according to the *Shanghai Courier*, is the reply made by His Excellency Sir Harry Parkes, to the address presented to him on his arrival in Shanghai:—

Sir Harry Parkes said—Mr. Bell, Mr. Myburgh, Mr. Hubbe, Mr. Jantzen and Gentlemen,—I feel at a loss to reply to an address recalling former associations in terms of such warm friendship and high eulogium, and in which other residents than my own countrymen have so generously joined. I can only thank you most heartily for your cordial welcome, and particularly for receiving me among you as an old friend. Your encouragement is especially acceptable to me at this moment, as I am very sensible of the difficulties of my new post and of the disadvantage I labour under in succeeding a most able predecessor. Your good opinion, though formed upon too indulgent an estimate of my past services and qualifications for that post, will nevertheless materially aid me in fulfilling its duties, and it gives me pleasure to assure you that I am glad to have an opportunity of doing another day's work on the soil of my earlier services, (hear, hear, and applause), and that nothing will be more gratifying to me than to be a helping hand in promoting progressive movements in this country and a closer union between foreigners and Chinese. Though I have been absent from China for eighteen years, I have not been unobservant of the changes that have been taking place here during that interval. Chinese and foreigners I am happy to believe have become better acquainted with each other, and better acquainted with mutual benefits and assistance. Disinterested effort in the field of benevolent labour and ready response to the cry of distress will have proved to the people that foreigners have sympathies in common with their own. Western science and Western enterprise are beginning to be appreciated, as a means of widely extending the industrial capacities of the people, and thereby augmenting not only the productive resources of the country, but also the political importance of the nation; and I trust the time is not far distant when both rulers and people will see that the friendly relations based upon a community of interests, and exclusively upon a community of active cooperation. Gentlemen, you can not look for any lengthy remarks from me on this occasion, or for any other assurance than that no effort shall be wanting on my part to merit the confidence you have been so good as to place in me; but I will not hesitate to add that while I shall steadfastly strive to protect the rights and interests entrusted to my care, I shall also earnestly endeavour to cultivate the most friendly relations with this Government, and I confidently trust that that feeling will be reciprocated, and that it will not fail to lead to beneficial results. (Loud cheers.) I thank you, gentlemen, very much for this welcome; I thank you with all my heart. (Renewed cheers.)

NEWS BY THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Deccan*, Captain A. W. Adamson, with the English mails of the 10th ult., arrived in harbour this morning. We take the subjoined items from the *London and China Express*:—

The appointment of M. Sienkiewicz, formerly French Consul-General in Egypt, as Minister to Japan, is officially announced.

At Cassamicola the work of finding and burying the dead still continues. Subscriptions to the fund for the relief of the sufferers are being received from various countries.

The Rev. Arthur William Poole, M.A., who was recently appointed Missionary Bishop of the English Church in Japan, will be consecrated on the 29th prox., and will proceed to Yokohama in October, via San Francisco.

It is reported from San Francisco that during the last eighteen months war material of the value of \$5,000,000, including Springfield rifles, cartridges, and canvas suitable for tents, has been despatched thence to China.

It is announced from Paris that M. Dupuis, whose explorations orinated the Tong-King difficulty, is about to return thither, at the request of a Chinese mercantile company, to resume his commercial operations on the Red River.

Mr. Tong-King-Sing, the manager of the China Merchant's Steam Navigation Company, arrived at Berlin on the 5th inst., accompanied by Mr. Butler. He was received at the station by H.E. Li Fong-Pao, and took up his residence at the Hotel du Nord for a prolonged sojourn.

Francisco Barca, Spanish Minister to the United States, has committed suicide by shooting himself through the head in his room at the Albemarle Hotel, New York. He was about to return with his family to Spain. The deceased was deeply involved in debts, which had been increased by unfortunate Wall-street speculations.

The largest vessel ever built on the Mersey has been launched from the yard of Messrs. Laird Brothers, Birkenhead. She is entirely constructed of steel, is 450 feet long, 47 feet beam, 4,000-horse power. She is called the *Western Land*, and is intended to carry the mails from Antwerp to New York. She has been built for the Societe Anonyme de Navigation Belge-Américaine of Antwerp.

The merchants of Rangoon—members of the Chamber of Commerce—have communicated with the head offices of their respective firms in Europe, urging the importance of further exploration in the Shan States, and suggesting that they contribute towards the cost of Mr. Colquhoun's proposed exploration. Messrs. J. and G. Bullock and Co., of Fenchurch Avenue, have headed the London subscription list with £100, and doubtless other firms concerned with our trade in the East will also contribute.

The Board of Trade has issued an official caution to owners, masters and others interested in the opinions given in reports of various wrecks, and which have reference to neglect, overloading, bad stowage, imperfect ventilation, and faults of construction and machinery. A large number of instances are quoted in which the circumstances are compared to a land station, and in every case the parties to whom the "caution" is addressed may draw their own conclusions.

The destination of the *Frolic* has been altered. Instead of proceeding to the Mauritius, as first announced, she will go to the Cape of Good Hope and the West Coast of Africa station. The *Frolic* will not leave Sheerness for two or three weeks, the alterations in the fittings of her 64-pounder guns not being finished. Commander Arthur William Moore, R.N., who takes command of the *Frolic*, in February, 1877, was first lieutenant of the *Charybdis*, and was with that corvette on the China Station throughout her "three years' commission."

The *Glen*, the latest addition to the "Glen" Line of London and China steamers owned by Messrs. McGregor, Gow, and Co., London, went down the Firth of Clyde for the trial of her speed before being handed over to her owners on the 28th ult. As noticed at the time of her launch she has been constructed by the London and Glasgow Engineering and Iron Shipbuilding Company. The *Glen* measures 360ft. by 43ft. by 26ft. She is a vessel of 3,100 tons gross, and she has been fitted with compound surface-condensing engines of 50-horse-power nominal, the steam pressure of the boilers being 160 lbs. per square inch. She has been fitted with Messrs. Muir and Caldwell's steam steering gear, and latest construction of winches; &c. Accommodation is provided for thirty passengers.

The result of the run on the measured mile at Skelton was that a mean speed of a little over thirteen knots per hour was attained.

A lamentable occurrence is reported from the Mayumba River, by which two officers of Her Majesty's gunboat *Stork* and a civilian lost their lives. The *Stork*, commanded by Lieutenant and Commander Arthur Blennerhasset, which arrived on the West Coast of Africa a few months ago, had been sent to St. Paul de Loanda, and on her way thither she called in at Ponta Negro. The officers met with a cordial reception from Mr. Prenslau, factory agent, under whom a sporting trip on the Mayumba seems to have been arranged. It appears that Mr. Prenslau, Lieutenant Blennerhasset, Lieutenant Henry Leeke, and Mr. Joseph Anderson, surgeon of the *Stork*, were together in a boat, when they were attacked by hippopotamuses. The animal, probably wounded, and thus infuriated, made a ferocious and determined onslaught on the boat, and all the efforts of the occupants to beat it off were unavailing. After a fierce struggle the boat was swamped and capsized, and all the occupants were thrown struggling into the water. With great difficulty Lieutenant Blennerhasset was saved, but Lieutenant Leeke, Dr. Anderson and Mr. Prenslau were drowned. Lieutenant Leeke, who had been appointed to the *Stork* for navigating duties, in lieu of a sub-lieutenant, arrived on board the *Achilles* during the Egyptian war. Dr. Anderson entered the Navy only in August, 1881, and this was his first service on a foreign station.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"JORGE JUAN"

will be despatched for the above Port, TO-DAY, the 13th instant, at FIVE P.M., instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 12th September, 1883.

FOR YOKOHAMA (DIRECT).

THE Steamship

"DENARTY,"

will be despatched at DAYLIGHT, on TUESDAY, the 18th instant.

For Freight, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th September, 1883.

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Hongkong, 13th September, 1883.

To-day's Advertisements.

KELLY & WALSH.

RECEIVED

PER TO-DAY'S MAIL
MAPS OF TONQUIN.

PRICES.—25 CENTS.

" 60 "

" 75 "

KELLY & WALSH.

Hongkong, 13th September, 1883.

For Sale.

FOR SALE.

THE OWNER, being about to retire from Business is open to negotiate for the Sale of the GOOZ-WILL, FITTING, and FURNITURE Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL," situated at Nos. 222 and 224, Queen's Road Central. The House contains ONE AMERICAN BILLIARD TABLE which is in first-class condition.

For further Particulars apply to

JOHN OLSON, National Hotel.

Hongkong, 14th June, 1883.

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS

COKE

IN LOTS FROM ONE TON UPWARDS.

COAL TARI IN BARRELS.

CHOW CHEW,

230, PRAYA WEST.

Hongkong, 5th April, 1883.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION-AGENTS,

PRAYA CENTRAL.

AMERICAN ENGINEERS

AND

HOUSEHOLD TOOLS.

FAIRBANKS AND HOWE'S SCALES,

SALTER'S SPRING BALANCES,

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES,

HITCHCOCK'S PATENT TABLE LAMPS, and

HANGING PENDANTS.

BOTTLE WASHING AND CORKING

MACHINES,

SHIPS' SKYLIGHTS

POLISHED PLATE GLASS.

STEEL HAWSERS ON REEL STAND.

CHARCOAL WATER FILTERS.

SPARKLING SCHARZHOFFBERGER

FLensburg STOCKBEER,

MARIENTHALER BEER,

IN QUARTS & PINTS.

VEUVE CLICQUOT PONSARDIN

AND

THEOPHILE ROEDERER & Co.'s

GLADIATEUR CHAMPAGNE.

CHR. MOTZ & Co.'s

CLARETS.

VALEYRAAC MEDOC

ST. ESTEPH MEDOC

MAKGAUX MEDOC

PURE CONDENSED ALPINE MILK

IN BOTTLES.

WESTPHALIA HAMS.

SMOKED BEEF IN TINS.

GERMAN VEGETABLES IN TINS.

BEST GOUDA CHEESE IN TINS.

SALT MEAT SAUSAGES IN KEGS.

SALT SPICED BEEF IN KEGS.

KEROSENE STOVES

CROWN ICE CREAM FREEZERS.

Hongkong, 14th July, 1882.

Intimations.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

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FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.

PINTS.....\$23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882.

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THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Viqueiros, Regalias, Leaders, Nueve Ho-

banos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Choice Designs, Sun Hats, &c., &c.; Commissions Executed.

JOSE M. BASA.

No. 51, B, QUEEN'S ROAD, CENTRAL.

Hongkong, 1st May, 1882.

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HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Com-

munity of Hongkong, and Visitors, that the

above Establishment is now in full working

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERSOF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERSOF
AERATED WATERS.THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

BIRTH.

On the 30th August, at the British Residency,
Taiping, Penak, the wife of C. V. CREAGH, Esq.,
Assistant Resident, of a son.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 13, 1883.

THE RIOTS AT CANTON.

[FROM OUR SPECIAL CORRESPONDENT.]

CANTON, 12th September, 1883.

After an anything but agreeable trip, lasting about 26 hours, in the *Klung-chow* we safely reached our destination at noon to-day. A brief account of the voyage may not be without interest. We left the Steamboat Company's wharf at 10.45 a.m. the sea gradually increasing in strength and rain falling heavily. An unusually large number of European passengers were on board, including four "special correspondents," also one or two local celebrities who, with warlike ardour, were anxious to participate in anything that might be going on in the City of Rams. The passenger accommodation on the Hongkong built *Klung-chow* is exceedingly limited, so comfort was out of the question, but as we expected to make the passage in ten or eleven hours very scant attention was paid to prospective personal discomfort. We could not then foresee the terrors that was in store for us; however, by the time we had got well clear of the wharf a strong gale of wind was blowing, which gradually increased into a hurricane. For a couple of hours the little craft struggled desperately to make the "throat-gates" at the Cappingmoon, but it seemed a hopeless case, and Captain Goggin and his chief officer, a weather-beaten veteran, at last held a brief consultation as to what was the best course to pursue. I overheard a part of the conversation, and gathered that it had been unanimously decided that as it was hardly worth while to risk the ship and perhaps the lives of all on board by vainly struggling against the elements, we should run for shelter inside Stonecutters' Island. Shortly before 1 o'clock we were safely riding at anchor about a couple of hundred yards off the island; the *Powan*, which had left for Canton at 5 a.m. and had also been compelled to return, lay between us and the Chinese mainland, and the *White Cloud*, which we had left at the wharf, shortly afterwards came over and took up a berth a few hundred yards to the westward.

As we were now in comparative comfort, the vessel behaving very well indeed in a nasty sea, I thought it as well to obtain all the particulars available concerning the riots in Canton, as owing to my having to leave almost a moment's notice I was not well posted up in the details. The statements made to me by Captain Goggin and the officers of the *Klung-chow* were substantially as follows:—On Monday morning somewhere between 5 and 6 a.m. a Chinese runner from one of the boarding houses wanted to get on board the *Hankow*, which was as usual lying alongside the wharf. As it is the rule not to admit Chinese on board until after 6, the Portuguese watchman refused to allow the Chinaman to pass, and it is said, that in trying to forcibly eject him, he pushed his antagonist over the side of the vessel into the water. It is also stated that the Chinaman missed his footing and accidentally fell into the river, however, be that as it may, it is certain that the unfortunate man fell into the river by some means or other, and was drowned. His body was quickly picked up, and put on board the *Hankow*. The report soon spread amongst the Chinese in the neighbourhood that a foreigner had murdered a Chinaman and a crowd assembled at the wharf. The magistrate of the district when informed of the circumstances went on board the steamer and wished to have the watchman handed over into his custody, but as this was refused he disappeared from the scene altogether. The crowd soon began to assume gigantic proportions, and to display rowdy proclivities. A shower of stones, bricks and other missiles were aimed at the *Hankow* and this was the actual commencement of the riot. Captain Ogston, seeing that matters were assuming a dangerous aspect, hauled away from the wharf, and after a while dropped down overboard "split." Meanwhile the rioters, of whom about a dozen only took an active part in the work of destruction, had taken entire possession of the wharf, and after burning the wooden house, which was used as a sort of store for ropes, &c., and a small steam launch, the property of Captain Ogston, proceeded to the demolition of

the wharf itself. With the aid of kerosene and other inflammable materials the structure was soon in a blaze, and eventually was burned to the water's edge. A rush was then made for the Steamboat Company's wharf, and a cry was raised to fire the Custom House. The Custom officials closed the doors and windows of their establishment, the crowd jeering all the while and assuring them that they would burn down the place by and bye. The attempt on the Steamboat Company's wharf not proving successful, the cry was suddenly raised to burn down the foreigners houses on the Shamien, and the excited rabble immediately rushed toward the foreign concession. Meeting no opposition worthy of the name, the mob quickly forced the bridge and shortly after 8 o'clock were in full possession of the upper end of Shamien. It is stated that several kerosene stores were looted on the way from the wharf to the bridge, but at all events a number of the rioters had kerosene, gunpowder with fuses attached, and other combustibles to aid them in their designs. The foreign community were taken by surprise—some were out walking, some in their baths, and all without effective arms, so that practically the Shamien was defenceless. The Europeans on hearing how matters were, seem at first to have been slightly demoralised. A bold front shown by a score of men might at first have checked the rioters before the "Terminus" was reached; but that bold front was not shown until it was too late. The safety of the women and children appears to have been the first object thought of, and no time was lost in conveying them on board the steamship *Ningpo*, where they were hospitably received by Captain Cass, who got up steam and made every preparation for any emergency. During this time the work of destruction had been rapidly progressing; the "Terminus" (Messrs. Thomas, Rowe and Smith's junior mess) Mr. Saunders' bungalow and the one adjoining occupied by Mr. de Britto, the residences of Dr. Wales and the Rev. Mr. Grundy, Messrs. Pustau & Co's and Messrs. Reed & Co's premises, the new Ice House, the Concordia Club and Theatre, Mrs. Lamont's bungalow, the Shamien police station, and the houses of Messrs. Holwell and Rocha were burned to the ground, or totally demolished almost without opposition. In addition to these Mr. Gunther's residence was looted, as were also the houses of Mr. Lepissier, and the London Mission, and an attempt was being made to loot and demolish Messrs. Russell & Co's establishment when the rabble received a final check. A number of soldiers had arrived on the scene shortly after the riot commenced, but they were driven away by the mob and it is alleged that several of them fraternised with the rioters. A few Germans, notwithstanding the refusal of the Consul to undertake the responsibility of their actions, had armed themselves with rifles and for a time held the mob in check and actually compelled them to retreat to the bridge, but of course they could not offer any lengthened resistance to the overpowering numbers of the Chinese, although a number of the latter were shot down. Urgent demands had been made for assistance to the Viceroy, but it was not until about 9 o'clock in the afternoon—long after the Consul had hauled down their flag—that the troops made their appearance, and then the riot was at an end. The mob fled in all directions, and their escape would seem to have been facilitated by the soldiers, as only some half dozen were captured and they fell into the hands of the foreigners. Early in the day it was thought that an attempt would be made to burn the British Consulate and obtain possession of Logan, who was confined there pending his trial for shooting several Chinese two or three weeks ago, so Dr. Hance thought it advisable to have his prisoner conveyed on board the *Ningpo*. Immediately the Viceroy's troops were in possession the British Consul despatched the *Klung-chow* to Hongkong with a request to Commodore Cumby to send up gunboats without delay for the protection of British subjects. After anchoring during the worst of the blow on Tuesday morning, the *Klung-chow* reached Hongkong before six o'clock, and Captain Goggin immediately interviewed the Commodore on board the *Victor Emmanuel*. At 8 o'clock the *Swift* and *Esper*, the only available craft in the harbour, were steaming at full speed towards Canton.

This short narrative from onlookers, of nearly all that took place, gives a very clear notion of the whole affair, and gave me a very strong desire to be on the scene of action without loss of time. About three o'clock in the afternoon the gale moderated slightly, so our gallant skipper determined to make another attempt to get inside the Cappingmoon. It was a hard struggle as the sea was very heavy, but at last we got inside; however, we were just as badly off in the river as we had been in the harbour. Between Lintin and the Bogue the river was simply impassable for a vessel like the *Klung-chow*, so there was nothing for it but to anchor again and to exercise our patience as best we could. Captain Goggin was ubiquitous in providing for the comfort of his passengers, even throwing open his own cabin for our accommodation, and he was ably seconded in his hospitable efforts by his chief officer (with whose name I am not acquainted) and Mr. T. Clark, chief engineer. Shortly after dinner the red lights of a steamer were seen approaching from the direction of Hongkong, and although we could not obtain a glimpse of the vessel we surmised that it was the French gunboat *Lutin*, a surmise which proved correct. The barometer gradually fell until 1.15 a.m. this morning when we again got under weigh, the sea by this time having gone down, although a nasty drizzling rain still fell, making an outside berth anything but comfortable. We sighted the *Lutin*, lying at anchor on the opposite side of the river, shortly after starting, and just before reaching Whampoa, where we heard that the *Swift* had passed the preceding evening at 4 o'clock, the *Klung-chow* bound for Macao and the *Hankow* en route to Hongkong passed us. The appearance of the latter vessel was taken to indicate that the troubles in Canton had all passed. A few minutes before noon we were threading our way up to the buoy, directly op-

posite the Custom House. The wharf used by the *Hankow* is completely demolished, and as we passed, the street from thence to the Custom House was densely packed by thousands of Chinese. Opposite Shamien the two British gunboats *Swift* and *Esper*, and some half dozen of the Viceroy's gun vessels are anchored, and the whole of the concession is encircled by the tents of the Viceroy's troops who, in their gaudy uniforms, are looting about all over the place.

Canton, Wednesday night.

I have been through the whole of the Shamien, carefully inspected the demolished properties, heard the different versions of the riot from many various standpoints, and formed my own conclusions of the entire business. There is little to add to the substantially accurate account furnished me by Captain Goggin and his officers, briefly detailed above. Practically speaking the half of the Shamien, stretching from the house adjoining the British Consulate to the bridge across the Canal, is in ruins. The rioters certainly did their work effectually, the bare walls alone standing in most cases, whilst in others the entire structures are level with the ground. I could not help feeling vicious on surveying the blackened ruins of the pretty little Concordia Theatre, a feeling that was somewhat intensified after I had got half suffocated in exploring all that remains of Mr. Raven's new ice factory. The ruin of this latter building is also most complete, although the machinery does not appear to have sustained any damage, even the gauge glass remaining uninjured. The police station and the houses adjoining are now a mass of charred bricks and stones. Outside Mr. Holwell's residence I picked up a curio that had evidently belonged to that gentleman's choice collection; it was the figure of an animal bearing some resemblance to the sacred Benares bull, which, although slightly damaged, I would have kept had it not been for my scruples about "looting." Although Mr. Holwell's house is completely gutted, the flower pots are still in the front of the verandah, and singularly enough the window curtains are uninjured.

It is generally believed here that the affair was premeditated, and I have heard it stated that Dr. Von Mollerndorf is in possession of reliable evidence to that effect. With this point I may deal at another time. There can be little doubt that if the Europeans had been armed (it is very singular that there were scarcely any arms in the concession) when the riot first broke out and had shown a bold front at the gate, the affair would have been quelled almost at the commencement. Still, it was, perhaps, under all circumstances, the better plan to follow the advice of the Consul and get everybody on board ship, leaving the Viceroy to make arrangements to protect foreign property. The presence of a British or other foreign gunboat would have rendered the attempt of the mob quite abortive, and it is much to be regretted that the naval authorities have disregarded the warnings so often given them in the *Telegraph*. The absence of naval protection has led to immense destruction of property and to deplorable loss of life. From ten to fifteen Chinese were killed—several bodies were still lying unburied this afternoon—and one German gentleman was wounded in four places by lead pellets fired from some old blunderbuss. Fortunately the wounds are not of a serious character, most of the pellets having been safely extracted. Great indignation is expressed about the tardiness of the Viceroy in sending the troops, and I understand that a very strong protest, signed by all the Consuls excepting Mr. Seymour, the U.S. Consul, was forwarded to him to-day. It is rumoured that His Excellency refused to allow telegrams to be sent to Hongkong; but whether this be true or otherwise I am not in a position to say.

A great "scare" was got up by the report that the Viceroy had given orders not to permit any foreign man-of-war to pass the Bogue Forts. As this was equivalent to a defiance to the foreign powers, the Chinese rabble who are strongly anti-foreign were jubilant, whilst even foreigners began to feel uneasy, even although the Shamien was held by the troops. The appearance of the *Swift* quickly dispelled this delusion, and prevented the possibility of any recurrence of the rioting. The *Swift* had a terrible job from Lintin to the Bogue, fighting against a tremendous sea and a strong wind blowing directly against her. The sea broke continuously over her, and the Chinese pilot was anxious to stop several times. However, Lieut. Tisdall was determined to get ahead and the great power and fine sea-going qualities of the *Swift* served him in good stead. At 4 p.m. Whampoa was reached, and after a delay of between two and three hours waiting for the tide, she arrived at the Shamien about 8 o'clock. The *Esper* was compelled to seek shelter and only arrived about noon to-day. The French gunboat *Lutin* made her appearance during the afternoon, and I met lots of her officers and men on shore during my travels.

The Consul all acted most creditably throughout the emergency. Dr. Hance, after conveying his wife and family on board the *Ningpo*, returned to the British Consulate and would not leave until he hauled down his flag, although the mob were howling around the place for hours. One very laughable incident came under my observation. Captain Cass of the *Ningpo*, having only a limited supply of arms on board, sent a request to the British Consul for the loan of some rifles to arm his crew and the foreigners on board in the event of an emergency arising. Dr. Hance promptly responded by forwarding eleven old fashioned muzzle-loading Enfield's with an assortment of snail ammunition.

I hear that Mr. Seymour, the U.S. Consul, has drawn out an estimate of the damage done, which he places at two hundred thousand dollars. The other Consuls estimate it at from one million to fifteen hundred thousand. Although the city is still greatly excited, there are no fears of any further disturbances. The troops on the Shamien numbering about 1,500 under command of a colonel, can hardly be called soldiers; they are what Lord Wolsey would term men with muskets

—and such muskets, ye gods! A number of them are simply armed with three pronged forks, weapons that would only excite laughter amongst foreign troops. However, their presence is a guarantee of safety, and they must in justice be credited with having stopped the riot. Although only a few prisoners are in custody at present, a number of the ringleaders will doubtless be captured, and decapitation wholesale will be the order of the day. I had almost forgotten to say that the Europeans organised patrol parties on Tuesday night after most of the residents had again taken up their abode on the Shamien. This step was entirely unnecessary. So long as the gunboats are here there is no danger, and I should think that henceforward a British man-of-war will always be stationed at Canton.

TELEGRAMS.

LONDON, September 11th.

THE FRENCH PRESS ON CHINA'S POSITION IN ANNAM.

The *Republique Francaise* has published an article demanding a French protectorate over the whole of Annam, conceding to China only an honorary suzerainty. The article opposes the neutral tone.

A NEW FRENCH MINISTER APPOINTED TO PEKING.

M. Paternotier has been appointed French Minister to Peking.

LOCAL AND GENERAL.

We hear it stated that the German gunboat *Lutin* will be despatched to the Sunda Straits on behalf of the German Government.

We are glad to hear that Capt. Gelston, paymaster "The Buffs," has been promoted to the rank of Major in the same Regiment.

The steamers *Namoa* and *Benary* entered the Kowloon and Aberdeen Docks respectively to-day. The *Hungarian* left the Kowloon Dock this afternoon.

We are informed that the French man-of-war *Villars* leaves for Shanghai to-morrow, to take up the station vacated by the departure of the *Keraint* from that port.

We are pleased to note that a list describing the programme of the week's work in the Supreme and Summary Jurisdiction Courts of a civil nature, has been posted up in the lower corridor of the Court. It is of great use, and we hope the practice will be continued.

We hear that it is the intention of Sir Thomas Francis Wade, K.C.B., late H.B.M.'s minister to China, to retire altogether from official life. Sir Thomas, it is said, is at present engaged in writing an auto-biographical history of his experiences during his long official career in Cathay.

NO ACCIDENT, a house couple made his appearance before Mr. Wodehouse this morning on a charge of stealing a gold watch and chain, valued at £40, the property of Lieutenant A. M. Gage of the "Buffs," the defendant's employer. The case was remanded till Wednesday next, the 19th instant.

INSTRUCTIONS have been telegraphed out by the Admiralty to despatch a British man-of-war immediately to Sunda Straits, to render any assistance that may be required by the Dutch authorities, and to assist any vessels in distress, as also to ascertain, as far as possible, the nature of the changes in the channel. H.M.S. *Champion*, upon her return to Singapore from a cruise in the Straits of Malacca, was despatched for that service.

The French frigate *Tourville*, 5,340 tons displacement, 6,000 horse power, and commanded by Captain Bosc, arrived here last evening from Toulon to join the French fleet in China under Admiral Meyer. The *Tourville* is an armoured frigate carrying an armament of 21 heavy breech-loading guns, of which 14 are of 11 and 7 of 9½ inch bore. The *Tourville* is a very fast boat and will be used on the coast where despatch is necessary.

We are credibly informed that torpedoes are to be placed in the Canton river by the Chinese Government after the manner of the coast defences at Home. The torpedoes have been ordered from the Torpedo College at Tientsin and are expected down at Canton shortly. The class of torpedo will be that of the style "dormant," and not the "percussion" pattern, and can only be fired from the shore by means of an electric current conveyed to the missile itself through a cable connecting it with the shore.

A RUMOR, which we give for what it is worth, is current amongst the Chinese, to the effect that China has made overtures to Japan offering to settle the Loochoo and Korean questions to Japan's satisfaction and in accordance with her wishes, provided that Japan will enter into an alliance, offensive and defensive against France, should the situation "enent the Tonquin" imbroglio require it. It is believed that Japan has taken the matter into consideration and will, through the medium of her newly appointed Minister to China, who has not as yet arrived at his post, give an answer to the latter power, very shortly.

The French corvette *Keraint*, left this morning ostensibly for a cruise; but, in reality, for Toulon, so we are informed. The *Keraint* carries with her despatches for Admiral Courbet and M. Harmand, from Monsieur Tiquet, the French Minister, enent the Tonquin matter. We understand that the result of M. Tiquet's negotiations with China has been far from satisfactory, and it is rumoured that the Chinese Government have telegraphed to the Marquis Tchang, to ask the French Government to recall M. Tiquet and send some one else in his stead. From a few particulars gleaned from various sources, we hear that the French Minister has solicited his nation's naval authorities to make a naval demonstration in Shanghai with a view towards having a salutary moral effect upon the Chinese mind.

It is said that the *Keraint* will proceed to Saigon, from Toulon, to receive certain stores, etc., and from thence she will proceed to the Straits of Sunda to aid the other vessels of war now there in their surveys of the place.

The United States corvette *Junilla* left Singapore on the afternoon of the 2nd instant, for the Straits of Sunda, under orders from the American Admiral. The United States Consul at Singapore, Major A. G. Studer, paid the vessel an official visit and received a salute of 7 guns upon leaving the ship.

It is announced that several Italian war vessels have arrived at the coast of Morocco, and will stay there until the demand of the Italian Government for the dismissal of the Governors of Rabat and Benihasen, who are accused of fomenting ill-feeling between Italy and Morocco, has been complied with.

ALLI SYED, an Arabian fireman, remanded from the 7th instant, on a charge of wounding and cutting an unemployed fellow tradesman and countryman, and also with attempting to stab P. C. 65 when being arrested, again faced his Worship this morning and was shelled for the space of half a year, hard labor being thrown in to keep him from getting wearied.

THE new French Minister of Marine, is Vice-Admiral Peyron, Maritime Prefect of Toulon and head of the Naval Staff under two former Ministers. Born in 1822, he entered the service in 1839; passed through the various grades with credit, and took part in the wars against Russia, Austria, China, Annam, and Mexico. It was an exploit in Annam in 1861 which earned him a captaincy. He has since the fall of the Empire been a staunch Republican.

M. CHARLES BRUN, the French Minister of Marine, is announced to have tendered his resignation on account of ill-health. It has been known for some time that M. Brun desired to retire, and it is said that the resignation felt at the rejection by the Chamber of his Convention with the Eastern Extension Telegraph Company for lying a cable between Cochin China and Tong-King has strengthened his determination. It is rumoured that during the recess other and more important Cabinet changes will be made.

LEON AKUM was yesterday afternoon observed by Detective Butlin doing a promenade in Queen's Road Central with a bulky bundle under his arm. Butlin was curious, and made the Celestial old his "swag" when the coat of a "Grand Old Bull" numbered 516, made its appearance. Leon stated that a coolie had given him the garment but was unable to point out the party. The case was remanded till the 15th to enable Butlin to produce the owner of the coat, Mr. Leong in the meanwhile taking up his quarters in the "abode of bliss."

We read that a great demonstration was lately made in Trafalgar-square in support of Mr. Bradlaugh, and to protest against his continued exclusion from Parliament. The Rev. S. Headlam presided, and Mr. Bradlaugh was the chief speaker. A resolution was passed declaring that the House of Commons had been guilty of a gross abuse of power, for which there was no remedy but resistance, and calling on the country to insist on a dissolution. It was also agreed that this resolution should be forwarded to the Queen, the Prime Minister, and the Speaker.

THE Berlin correspondent of *The Times* says:—Those who wish to watch the fluctuations of the quarrel between France and China would do well to fix their attention not on Paris or Peking, but on the Pomeranian seaport of Stettin, for here hangs the barometer which indicates to the breadth of a hair the state of the political atmosphere in the French and Chinese capitals. This political weather-glass is the German-built Chinese corvette *Ting Yuen*. For the last month or two the *Ting Yuen* has been getting up and blowing off its steam. First of all it was taken round to Kiel and then steered back to Stettin. Then the German Government consented to its being worked out to China by a crew from the Imperial navy, intended to relieve the force on the Eastern station; but Prince Bismarck took alarm at the growing complication between France and China, he was determined that Germany, like England, should not be dragged into an *Alabama* difficulty, and the arrangement was prudently cancelled. All the stores of the *Ting Yuen* were then sold off, and we were informed that the vessel would certainly not leave its moorings until every vestige of misunderstanding between France and China had vanished. Perhaps this announcement was intended for the especial benefit of the French "tourists" who were supposed to have gone to Stettin with a holiday curiosity in the movements of the *Expiating Peace*. But, though thus shut up within the Baltic, the *Ting Yuen* was not idle or un-demonstrative of its formidable powers. Furnished with a scratch crew from the German navy, and having on board the Chinese Minister's German, with a select and critical company of visitors, it was towed out to the roads of Swinemunde to show what it could do in the way of bluffing and firing. Your readers may remember the results of the experiment; how the crew and visitors studied their ears with cotton against the noise of the guns while the monster cannon was being fired, how one man was knocked down by the shock, how glass was smashed and furniture shattered and rails wrenched off, how the coal bunkers emptied themselves like tin volcanoes on the deck, and how the vessel supplied the experimentalist on-board with splinters of itself in memory of the occasion. Proud of the achievements of its ironclad Colossus, and lulled into a mood of temporary confidence by the apparently favorable course of its negotiations with France, the Chinese Government once more changed its mind, and telegraphed to Berlin to let the *Ting Yuen* immediately ready for sea. Down accordingly to Stettin went his Excellency Li Fook Fat, and in a few days the *Expiating Peace* was manned by a miscellaneous crew, hurriedly gathered up from the streets and quays of Stettin. Five hundred repeating rifles, we were told, were on board, the necessary "sail" pork, and the latter part had all been stored, and a day was fixed for the departure of the *Ting Yuen*, which was to call at Plymouth for coals when in came another telegram from Peking directing it again to blow off steam and pay off its crew, presumably until M. Tiquet should himself more amiable to Chinese arguments. And meanwhile, perhaps, the *Ting Yuen* will continue its turret practice. That the *Ting Yuen* has at this particular time been directed to remain at Stettin is regarded here as a confirmation of the telegram from Hongkong that there is at present little prospect of a peaceful issue to the negotiations between France and China.

It is estimated that the work people of Paris have increased 80 per cent within ten years.

THE German men-of-war *Wolf*, *Leipzig*, and *Iller*, arrived off the Bluff at Chefoo on the evening of the 4th instant.

We are informed by the agents, Messrs. Adamson, Bell & Co., that the steamer *Cardigan-shire*, from London, left Singapore for this port yesterday.

H.M.S. *Katril* left Shanghai for Chefoo on the afternoon of the 6th instant, and the *Foxhound* arrived at the former from the latter port on the same date.

We are informed by the Canton-Hongkong Wah-Pong Telegraph Company that correspondence by wire with Canton will be stopped for a few days in consequence of the damage done to their station at Kow-Wa by the recent typhoon.

We note that the China Merchants Co's steamer *Hasting* went into the Tungkuadock at Shanghai on the 8th inst. The *Hasting* will be lengthened in addition to receiving new boilers. It is estimated that the execution of the alterations and repairs contemplated will occupy about nine months.

How FAR, Hu Shin, and Chau Yan, remanded from the 16th ultimo on a charge of having administered a drug to Mr. Li Kum Fung on the way up from Singapore while on board the steamer *Ancona*, and robbing him of the sum of \$100, again made their appearance before Mr. Wodehouse this morning. The first named prisoner was sent for a six months' spell of hard labor and the others were discharged.

We read in home papers that the Crown Prince Frederick-William of Prussia on the occasion of his silver wedding had received from the Emperor of China the Order of the Double Dragon, the insignia having been brought to the metropolis by the military attaché of the Chinese Legation, Colonel Tsching-Ti-Tong, who lately returned from China, where he spent several months. It is said that the compliment has no political significance.

It is stated by the Acting French Consul at Singapore, that M. Villeroi, Assistant Chancellor to the Consulate General at Shanghai, has been appointed Chancellor of the French Consulate at Singapore, and will act as Consul on his arrival at that port. The return of M. Theodore Meyer from Europe, or the arrival of a new Consul, M. Villeroi is at present in Shanghai and will probably reach his new post in the course of a month.

ACCORDING to the latest official return the following is the proportion of English, Scotch, and Irish soldiers in the British Army—Cavalry—English, 7,668; Irish, 1,024; Scotch, 686. Royal Artillery—English, 11,561; Irish, 2,373; Scotch, 966. Royal Engineers—English, 4,533; Irish, 373; Scotch, 448. Infantry—English, 34,824; Irish, 11,970; Scotch, 4,560. Foot Guards—English, 4,200; Irish, 355; Scotch, 828. Household Cavalry—English, 911; Irish 90; Scotch, 198.

SHANGHAI.

In consequence of the heavy rains that have lately fallen at Peking, grain is dear; the Emperor is anxious for the poor, and therefore a Decree has been issued ordering that congee be distributed to the poor as charity for two months after it.

Telegraphic Communication between China and Chinkiang Poo is interrupted on account of floods. Messages for Tientsin and Taku cannot be accepted. Messages to Chinkiang and Ningpo are awaiting delivery.

Sheng Hing Sien, the director-general of the Imperial Chinese Telegraph Administration, announced to-day the first step, by express, that "Telegraphic communication with Tientsin and Taku has been restored."

Mr. Chen Pa-nan, the late Chinese Consul General in San Francisco, who has lately been appointed Superintendent of Trade to Korea, arrived here by the *Pariah* from Tientsin on the afternoon of the 8th inst. He will proceed to Korea with his translator, Mr. Chen Fu-chow, next month.

A Drop of the 24th day of the 7th moon. As Lu Hing-poo has memorialized that some of the Manchu women open opium shops and gambling houses in Peking, and that there are such shops and houses kept by females in Shanghai, Soochow, and Hangchow, and has requested that they should receive punishment—Let the Board of Punishment consult what punishment should be given to them.

The American torcha "Chinkiang," while proceeding down the river in tow of the tug *Fokien*, this afternoon (September 6th), came in collision with the Police Hulk "Hsiao" and was sunk. The cause of the accident was the old hulk received a good shaking, which tilted her old ribs rather roughly. She received some damage, of no serious nature, to her bows. The occupants of the Police Hulk, who were enjoying an afternoon nap, were seen in great consternation running about her decks. The *Chinkiang* drifted finally against the timber yard next to the Japanese Consulate, where she was brought to a standstill. After while the *Fokien* managed to tow her to the "berth" in the river again, and she was towed up to the wharf and received an injury in the New Dock.

The steamship *Yong Hing*, with Sir Harry Parkes on board, arrived at the wharf at half past three this afternoon, the 11th inst. As the steamer approached the wharf some of the passengers, including the *Anglo*, which was loaded with opium, and *Yong Hing*, were gaily decorated with flags. As the *Yong Hing* swung to the tide, the *Yong Hing* passed down. At the time Sir Harry was standing on the hurricane deck, there was a large number of foreigners on the wharf, waiting to receive him. Sir Harry, who had been on the steamer since the 10th inst., was welcomed by Mr. H. H. Bell, an address was given to Sir Harry Parkes from the *Yong Hing*, Chamber of Commerce, on behalf of the Chamber. He said, "Sir Harry Parkes is a man of great power, and his presence here is a great honor to the Chamber. We have prevented the Chamber of Commerce from being present here to-day, but we have sent the Chamber of the Foreign Community of Shanghai, their welcome back to China, and I know that it has been a keen disappointment to him. I congratulate myself sincerely, however, that my colleagues have selected me for the honor of addressing to you this welcome to the Community, and I shall ever look back to this day with great pleasure." Sir Harry thanked them for the kind reception accorded to him.

The Hongkong Telegraph.

No. 508.

THURSDAY, SEPTEMBER 13, 1883.

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PATTERNS.
THE NEW CLIMAX UMBRELLAS,

GUARANTEED TO WEAR.
THE NEW TODDY KETTLES WITH

LAMPS.
THE NEW COFFEE MACHINES.

THE 'DUPLEX' TABLE LAMPS, LATEST
DESIGNS.

ARTISTIC FENDERS AND FIRE IRONS.
LANE, CRAWFORD & Co.

Hongkong, 8th September, 1883. [340]

Insurance.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$33,333.33.
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.
LEE SING, Esq.,..... LEE YAT LAU, Esq.,
LO YOK MOON, Esq.,..... CHU CHIE NUNG, Esq.,

MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken at

CURRENT RATES to all parts of the world.
HEAD-OFFICE, 5 & 6, PRAYA WEST.
Hongkong, 1st September, 1883. [470]

THE Underigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN
SHIPPING.

Agents.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [470]

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS
&c. Policies granted to all Parts of the world

payable at any of its Agencies.
WOO LIN YUEN,
Secretary.

HEAD-OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1883. [106]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 250,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq.,..... Wm. MEYERLING, Esq.,
A. J. M. INVERARITY, Esq.,..... G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARKING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all
parts of the world.

Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the

Underwriting Business are annually dis-
tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [18]

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY,
OF NEW ZEALAND.

CAPITAL.....£1,000,000
(ONE MILLION STERLING.)

UNLIMITED LIABILITY OF SHAREHOLDERS.
The Underigned, having been Appointed

Agents for the above Company, are pre-
pared to accept FIRE and MARINE RISKS at

Current Rates, allowing usual discounts.
RUSSELL & Co.,
Agents.
Hongkong, 1st September, 1883. [674]

Intimation.

SIGNOR ANTONIO CATTANEO, of the
CONSERVATOIRE DE BERGAMO and late of

Auctions.

PUBLIC AUCTION.

M. R. J. M. GUEDES has received instruc-
tions from the MORTGAGEE to Sell by
Public Auction, on

THURSDAY,
the 20th September, 1883, at 2.30 O'CLOCK P.M.,
on the Premises,

A VALUABLE LEASEHOLD PROPERTY
Comprising—

All that Piece or Parcel of GROUND situate
at Victoria, in the Colony of Hongkong,

abutting on the North side thereof on the
Queen's Road, and measuring thereon 218

feet or thereabouts, on the South side
thereof on Ground lately the Roman Catholic

Cemetery and measuring thereon 218 feet
or thereabouts, on the East side thereof on

Ground in the possession of Government
and measuring thereon 240 feet or there-

abouts, and on the West side thereof on St.
Francis Street, and measuring thereon 280

feet or thereabouts, and registered in the
Land Office as Section A, and the Remain-

ing Portion of INLAND LOT No. 199,
(making together the whole of Inland Lot

No. 199). Together with the HOUSES
and erections thereon, held for the residue

of a term of 75 years from the 26th June,
1843, and for the further term of 924 years

subject to the Annual Crown Rent of £50.
The Property will be offered for Sale in 8 Lots,

subject to the existing tenancies and lettings
thereof.

For Further Particulars and Conditions of Sale,
apply to

BRETERTON, WOTTON, & DEACON,
Solicitors, Hongkong,
or to

J. M. GUEDES,
Auctioneer, Hongkong.
Hongkong, 8th September, 1883. [693]

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.

Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.

DURING my absence from Hongkong Mr.
ARTHUR SPENCER GARFITT has
been appointed ACTING SECRETARY.

By Order,
W. H. RAY,
Secretary.
Hongkong, 1st September, 1883. [672]

To be Let.

TO LET.

THE PREMISES now occupied by us
No. 11, Queen's Road Central.

For further Particulars, apply to Messrs.
RUSSELL & Co.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [607]

TO LET.

N. O. 8, HOLLYWOOD ROAD,
No. 10, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL

STEAMSHIP COMPANY.

"BISNEE VILLA" Pokfulam, Furnished.
Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 31st August, 1883. [7]

TO LET.

FURNISHED ROOMS in the Hollywood
Road, WITH or WITHOUT BOARD.

Private Family.
For Particulars, apply to

M. A.,
Office of this paper.
Hongkong, 7th July, 1883. [537]

For Sale.

NOW READY.

"CANTONESE MADE EASY," a BOOK
of simple sentences in the CANTONESE

DIALLECT with free and literal translations,
and directions for the rendering of English Gram-

Intimations.

SAYLE & CO'S
SHOW-ROOMS.

WE ARE NOW SHOWING EX LATE ARRIVALS OUR FIRST DELIVERY
OF

"NEW AUTUMN FASHIONS"
IN

DRESS MATERIALS, JACKETS, MANTLES, MILLINERY FLOWERS, FEATHERS,
HATS, BONNETS, RIBBONS, LACES, &c., &c.,

DIRECT FROM THE BEST FRENCH AND ENGLISH MARKETS.

AN EARLY INSPECTION INVITED.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 13th September, 1883. [249]

W. BREWER.

HAS JUST RECEIVED.

FOWLER'S PHRENOLOGICAL BUSTS AND HANDBOOKS.

HYMNS ANCIENT AND MODERN.

THE STARS AND HOW TO FIND THEM.

HOLTHAM'S EIGHT YEARS IN JAPAN.

A NEW ASSORTMENT OF BIBLES, PRAYER BOOKS AND DEVOTIONAL BOOKS.

NEW DESIGNS IN SQUEEZER PLAYING CARDS.

CHEAP BOXES OF FANCY STATIONERY IN SEVERAL NEW TINTS.

CHEAP ACCOUNT BOOKS, LETTER BOOKS, AND COMMERCIAL ENVELOPES.

TENNIS BATS; DOUBLE STRUNG.

COPYING PRESSES; FOOLSCAP AND LETTER SIZE.

CHIT BOOKS AND CHIT CASES and a quantity of NOVELTIES.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 6th September, 1883. [703]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST OPENED.

THE FOLLOWING POPULAR MUSIC EX S.S. "LAERTES":—

LES SIRENES WALTZ, LIGHT OF LOVE WALTZ, AU PRINTEMPS WALTZ.
GARDEN PARTY POLKA, BON-BON POLKA, GRELOTZ POLKA.

VENITIENNE WALTZ, OFFICERS' WALTZ.
HAPPY THOUGHTS WALTZ.
MY QUEEN WALTZ.

DOLORES WALTZ.
SOUVIENS-TOI WALTZ.
MESENGER OF LOVE WALTZ.

LA REINE DES PAPILLONS WALTZ, RUBY WALTZ.
SCHUMANN'S, METZLER'S AND CHOPIN'S MUSIC ALBUMS.

Apply at the
"NOVELTY STORE."
Hongkong, 11th September, 1883. [528]

Intimations.

WILLIAM SCHMIDT & CO.
GUNMAKERS & AMMUNITION
DEALERS.

BEACONSFIELD ARCADE.
Arms, Ammunitions, and Requisites of
every description.

Arms Repaired, Cleaned, or Converted at
moderate charges.

Sporting Guns and Ammunition always
on hand. [9]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS.

JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.
CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.
SOLE AGENTS

for Louis Audemars' Watches; awarded the
highest Prizes at every Exhibition; and

for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND SPYGLASSES.

No. 38, QUEEN'S ROAD CENTRAL. [478]

G. FALCONER & CO.
WATCH AND CHRONOMETER
MANUFACTURERS.

JEWELLERS.
NAUTICAL INSTRUMENTS
CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [471]

D. K. GRIFFITH.
MANUFACTURER OF THE LONDON
AERATED WATERS.

7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the
late Mr. E. CHASELAIN's

SODA WATER FACTORY
is now prepared to execute the largest orders
for every description of Aerated Waters with

promptness and despatch.
SUPERIOR QUALITY.
IS GUARANTEED.
Consumers are invited to try these carefully

Manufactured
SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be ad-

dress to The Factory,
7, BEACONSFIELD ARCADE.
Hongkong, 11th April, 1882. [479]

Intimations.

"CLARIDGE'S HOTEL"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable
HOTEL for FAMILIES and GENTLEMEN

going home from the Far East. It is under the
direct Management of Mr. and Mrs.

GEORGE PRAGNELL, who spare no pains in
providing their visitors with every possible

comfort. TERMS, MODERATE. [502]

ROYAL YORK HOTEL.
OLD STEWY, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated,
with Suitable Rooms and ample accom-

modation for travellers, especially those coming
from Eastern Climates. FAMILIES and GENTLE-

MEN will find every comfort they can wish for
at the above establishment, at STRICTLY MODERATE

CHARGES. [503]

A. HOADLY,
Proprietor.

MR. MOORE begs to recommend his
"GOGO SHAMPOO WASH"

to the public as unrivalled by any prepara-
tion ever produced for promoting the growth

of the hair. The basis of this compound is
made of soap root; the natives of the Philip-

pine Islands never use anything else for
washing their hair; they are never found bald,

and it is quite common to see the females with
hair from 5 to 6 feet long. By constantly using

this "Shampoo Wash" as directed, you will
never be bald.

The proprietor offers the Wash to the public
entirely confident that, by its restorative prop-

erties, it will without fail arrest decaying
hair. It completely eradicates scurf, dandruff,

and cures all diseases of the scalp. It does not
contain any poisonous drugs. By its cooling

properties it allays the itching, and fever of the
scalp, which is the great cause of people losing

their hair.
Mr. Moore has succeeded in being able to
put this wash up in bottles without allowing it to

ferment, and he will guarantee it to keep any
length of time in any climate.
FOR SALE ONLY BY MOORE & Co.
VARIEITY STORE.
Queen's Road Central.
Hongkong, 25th January, 1883. [559]

HONGKONG TIMBER
YARD, WANCHAI.
OREGON FINE SPARS AND LUMBER
ALWAYS ON HAND.
Next Door to the Temperance Hall.
Terms Moderate.
Hongkong, 24th June, 1883. [501]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO,"
will be despatched for San Francisco, via Yoko-

hama, TO-MORROW, the 14th September,
at THREE P.M., taking Passengers and Freight
for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Inland

Cities of the United States, via Overland Rail-
ways, to Havana, Trinidad, and Demerara, and
to ports in Mexico, Central and South America,

by the Company's and connecting Steamers.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines

of Steamers.
RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking (San Fran-

cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per

cent from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be

made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be

issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through

fares from China and Japan to Europe.
Freight will be received on board until 4 P.M.

on the 13th September. Parcel-Packages will
be received at the Office until 5 P.M. same day;

all Parcel-Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's Offices in
San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, 12th September, 1883. [1]

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.
FROM ANTWERP, HAMBURG, PENANG,
AND SINGAPORE.

THE Steamship
"CAMBODIA,"
Captain Wildgoose, having arrived from the above

Ports, Consignees of Cargo are hereby requested
to send in their Bills of Lading to the Under-

signed for Countersignature, and to take imme-
diate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer
will be at once landed and stored at Consignees'
risk and expense and no Fire Insurance will be

effected.
Optional Cargo will be forwarded on to
Shanghai unless notice to the contrary be given

before NOON, TO-MORROW, the 13th inst.
All Claims against the Steamer must be pre-
sented to the Underigned on or before the 22nd

instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 12th September, 1883. [697]

Intimations.

NOTICE.

IT frequently occurs that from damp or other-
wise GOOD TEA is spoiled from the fact of

its being musty, mouldy, unpalatable to
foreigners' taste and unfit for their use. This

refused Tea the Lady Superior of the Italian
Convent now comes forward and begs the Ladies

and Gentlemen to let her have for her numerous
Chinese Pupils for whom tea is the Sole luxury.

Hongkong, 11th September, 1883.

NOTICE.

THE Underigned have REMOVED from
this date their Office to No. 24, Praya
Central, 1st Floor, Corner of Pottinger Street.